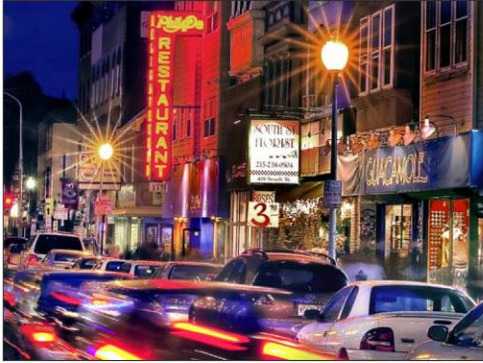


Introduction: *TMP District Vision*



1:300 scale

Introduce a mix of land uses to the district which will complement and leverage the Metro Station

Current Reality

- Land uses and densities within the immediate vicinity of the Metro Station do not fully take advantage of the proximity to the Metro Station

Strategies

- Introduce significant new residential development into the Twinbrook District, oriented around – and taking advantage of the Metro station
- Integrate the residential development with commercial retail uses to help the district remain active seven-days a week and sixteen hours-a-day
- Focus increased density around the station and Rockville Pike

Twinbrook Today



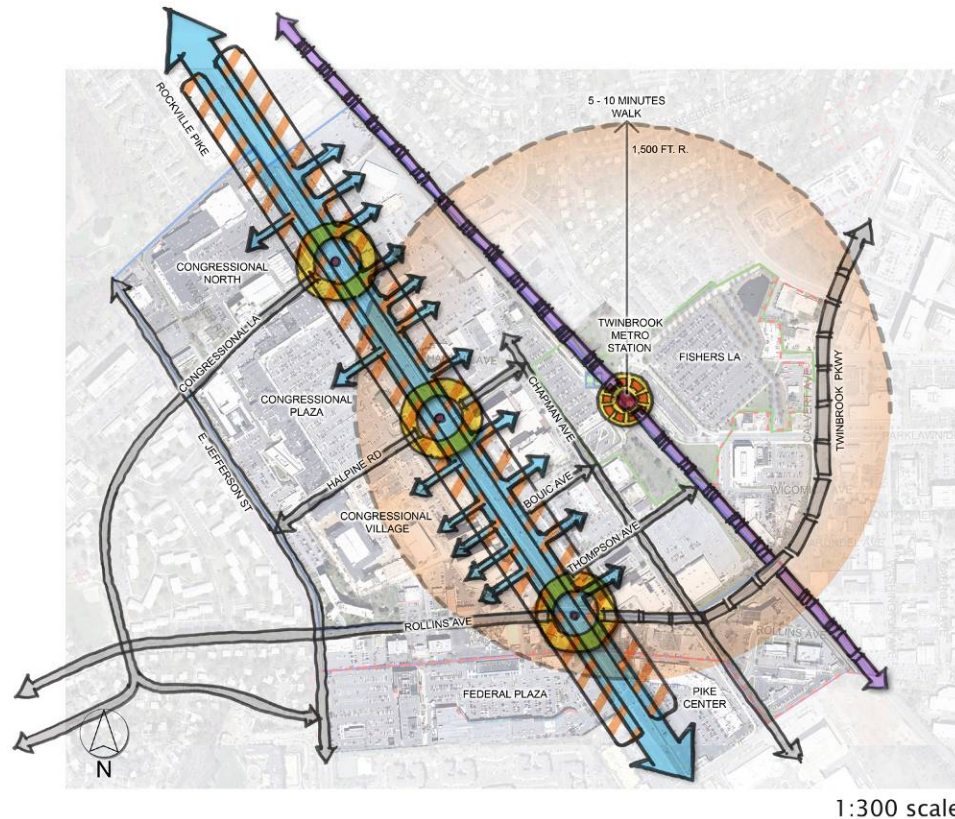
Service drive along Rockville Pike



Rockville Pike



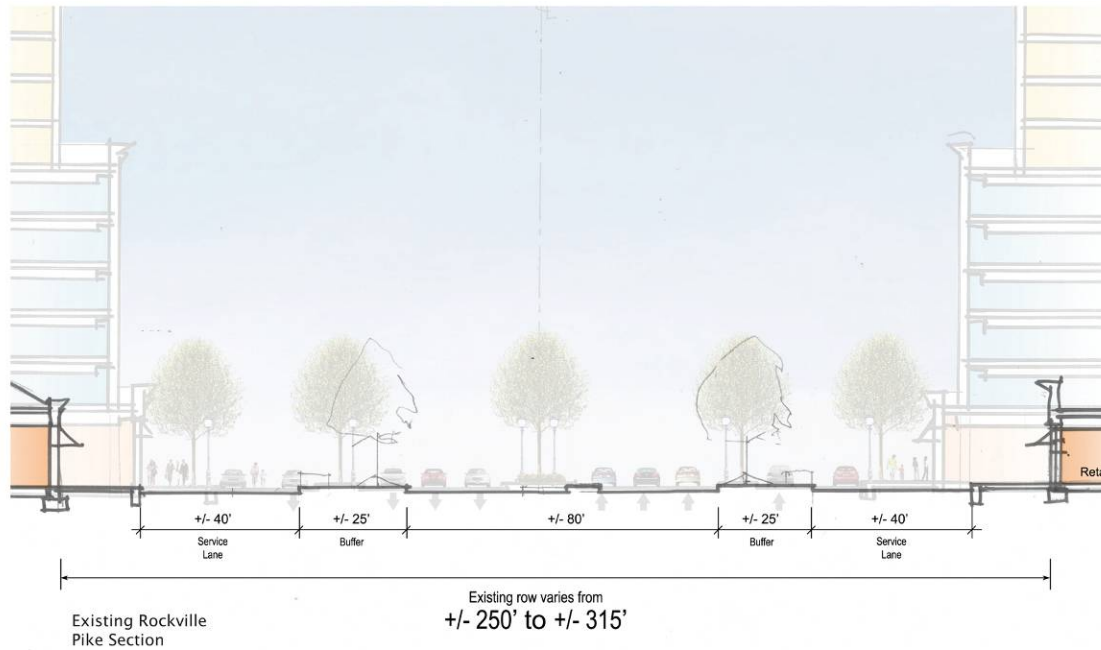
Halpine Road



*Majority of site is within
a ten-minute walk of the
Metro Station, but access is not good...*

- Rockville Pike is a major barrier to the Metro Station
- The west and northeast sections of the district are isolated from the Metro Station
- Land uses and densities do not fully take advantage of the proximity to the Metro Station
- Rockville Pike is the district's major commercial corridor, and its organizing spine, but it does not have a distinct image and access is problematic
- Streets and blocks are auto-scaled and not pedestrian-oriented
- No sense of arrival by car or by Metro
- No places for public gathering
- Edges are indistinct

Rockville Pike: *Today*



Existing

- Does not have a distinct image
- Large distance between buildings and surface parking along its edge leave no sense of scale



Existing Rockville Pike Plan

Principle 1: *Rockville Pike*



*Improve access to
and from Rockville Pike
and transform its image*

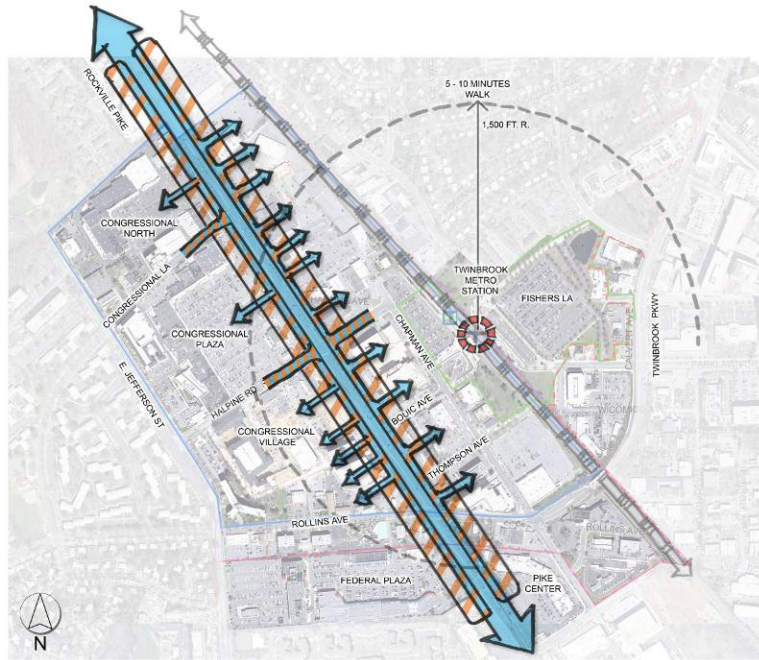
Current Reality

- Rockville Pike is the district's primary commercial corridor
- The section of Rockville Pike running through Twinbrook is indistinguishable from the rest of Rockville Pike
- Access onto the Pike is confusing and inefficient

Strategies

- Coordinated service drive turnouts to provide more efficient and clearer access to and from Rockville Pike
- Create a new pedestrian environment along the edges between the side medians and new development
- Reconfigure as a grand boulevard without significantly altering the existing traffic configuration
- Organize taller buildings along the Rockville Pike Corridor

Rockville Pike: “Grand Boulevard”



Existing



Vision

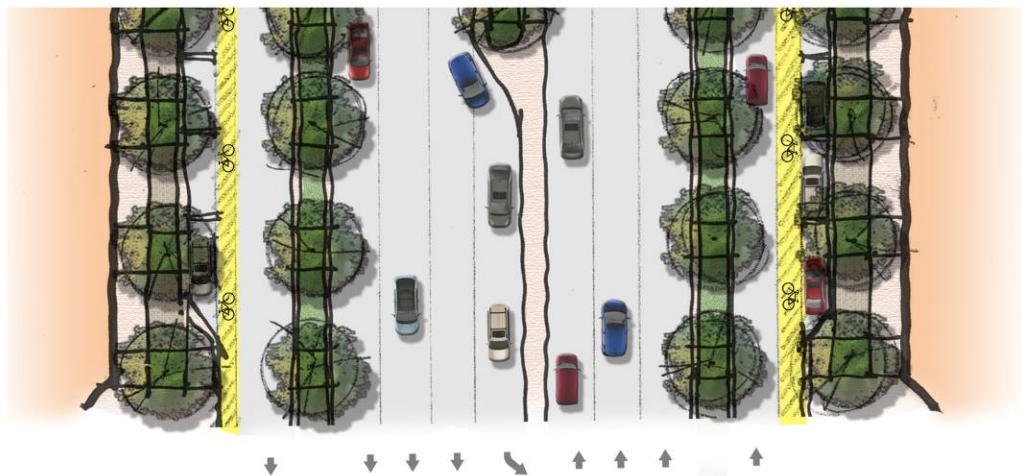
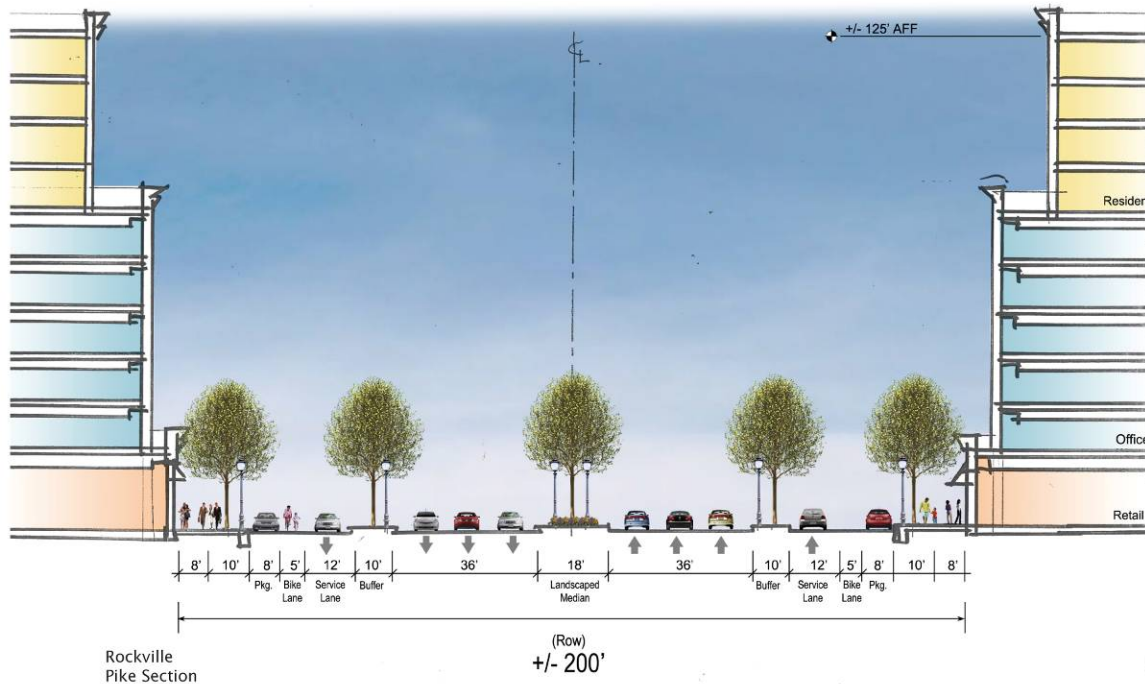
Existing

- The district's major commercial corridor and its organizing spine
- Multiple curb cuts are uncoordinated making access problematic

The Vision

- Coordinated service drive turnouts to provide more efficient and clearer access to and from Rockville Pike
- Existing traffic configuration remains intact

Rockville Pike: “Grand Boulevard”



The Vision

- Side landscape medians with double row of trees to create a new image for Rockville Pike
- New pedestrian environment along the edges
- New service drive containing a single through lane and parallel parking
- Organize taller buildings along the Rockville Pike Corridor

Open Space Options: *Rockville Pike Orientation*



1:300 scale

*Creates a distinct image
for the Twinbrook section
of Rockville Pike*

- Can be linked to a larger, regional network of open space, and bicycle and jogging paths along Rockville Pike
- Creates a sense of “arrival” to the district
- The linear configuration and central location of this park makes it highly accessible to the entire district
- More open in character

Open Space Options: *Halpine Orientation*

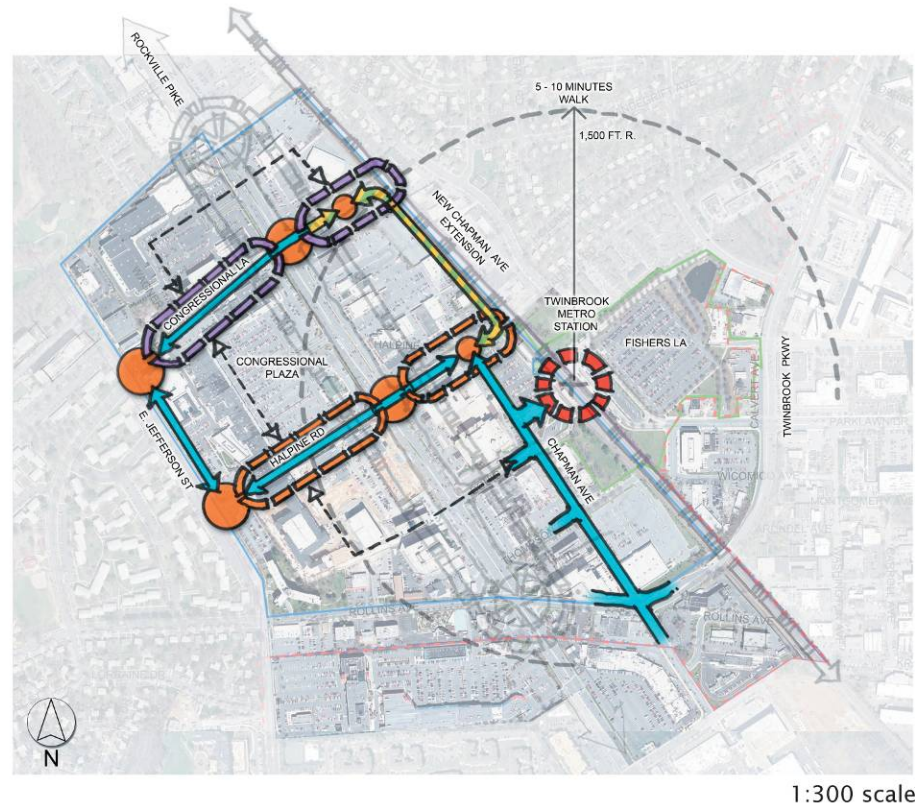


1:300 scale

*Two smaller, more intimate parks
anchoring the east and west ends
of Halpine Road*

- Largely passive, with seating areas and walking paths, playgrounds and tot-lots
- Open space may complement pedestrian linkage to Twinbrook METRO station along Halpine
- Creates an environment for residential development along Halpine
- Does not leverage pedestrian traffic along Halpine for retail activity

Principle 2: *Improve access to Metro*



*Improve pedestrian
and auto connections
to the Metro Station*

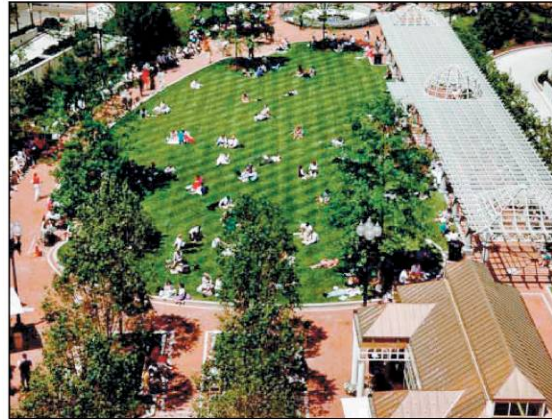
Current Reality

- The west and northeast sections of the district are isolated from the Metro Station
- Existing streets are not friendly to pedestrians
- Halpine and Rollins are the only east-west connectors to the Metro Station
- Rockville Pike is a major barrier to the Metro Station

Strategies

- Extend Chapman Avenue to connect with Congressional Lane
- Halpine Road as mixed-use pedestrian-oriented street connecting to the Metro Station
- Congressional Lane as multi-modal connector to the Metro Station – for cars, bicycles and pedestrians
- Cluster Higher densities around Metro Station and Rockville Pike

Principle 3: *Transform the Environment*



*Create an environment that
complements a higher intensity
mixed-use transit-oriented district*

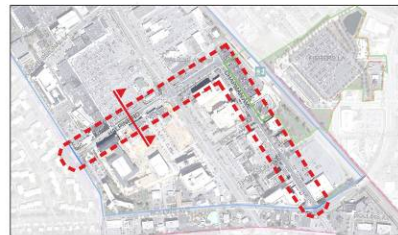
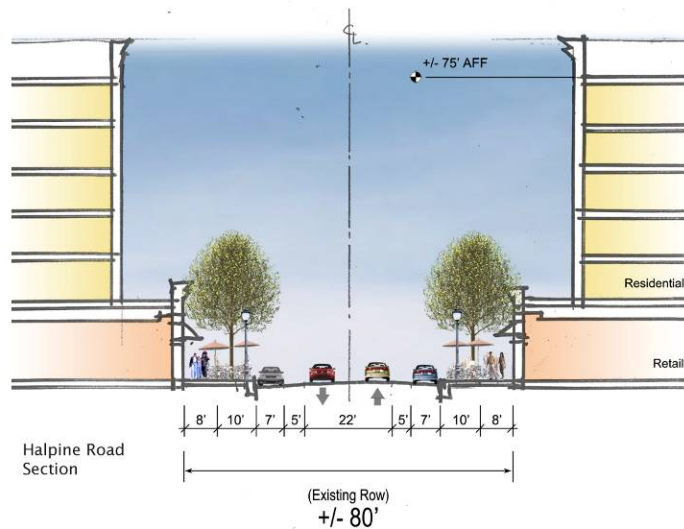
Current Reality

- No places for public gathering
- No amenities for residential population

Strategies

- Create a significant new open space of an appropriate scale and character for the new community
- Introduce ground-level retail amenities to service the new residential community
- Create a network of new pedestrian-oriented streets and midblock passages to reduce the reliance on cars and create a more balanced access patterns
- Create gathering places for people

Streets: *Halpine Road*



Halpine Road
Key Plan

Halpine Road

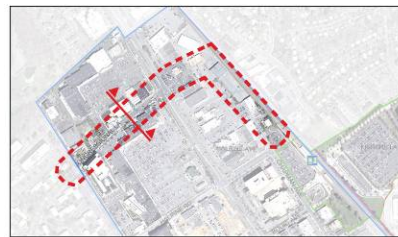
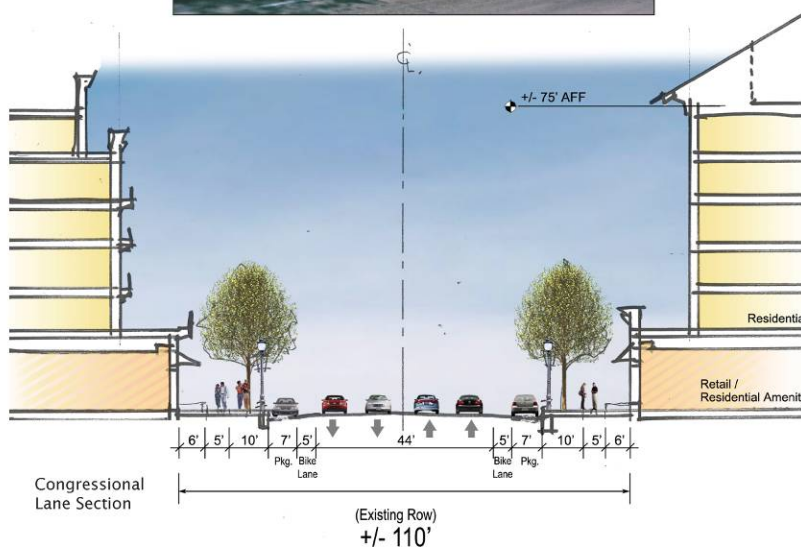
Existing

- Not a through-street network beyond the district boundaries

The Vision

- Create an environment that reinforces pedestrian activity
- Mixed-use with street-oriented retail and residential above
- Buildings built up to the street to create a sense of enclosure and scale
- Break-up the large blocks by introducing mid-block streets
- Parallel parking on both sides of the street to buffer pedestrians from cars
- Narrow cartway – eliminate one lane in either direction

Streets: *Congressional Lane*



Congressional Lane
Key Plan

Congressional Lane

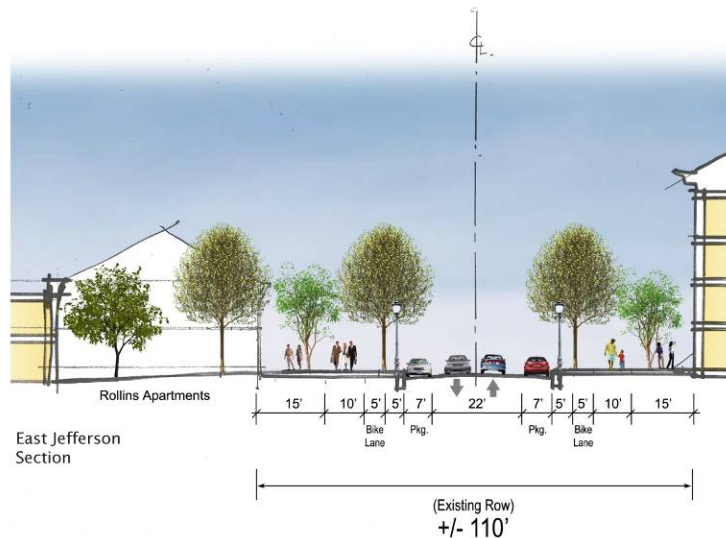
Existing

- The only east-west street that connects to the larger network of the district

The Vision

- Connect to Chapman Extension providing a direct east-west route across Rockville Pike to the Metro Station
- Multi-modal connector to the Metro Station – for cars, bicycles and pedestrians
- Residential addressing street featuring a broad green setback, and a generous planting buffer along either side that can accommodate a bicycle lane and parallel parking, as well as two-lanes of traffic in both directions
- Possibility for mixed-use development with active ground level uses

Streets: *East Jefferson Street*



East Jefferson Key Plan

East Jefferson Street

Existing West side:

- Residential
- Surface parking and green setbacks

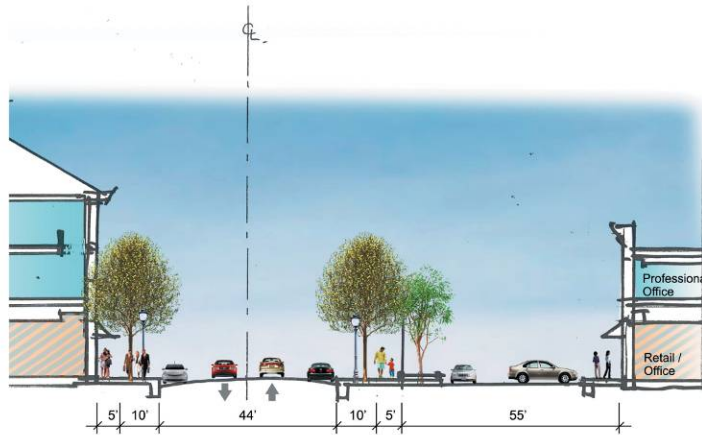
Existing East side:

- Surface Parking
- Backs of commercial buildings

The Vision

- Create green setback on the east side of Jefferson
- Jefferson as a buffer/ transitional street separating the residential districts from the Twinbrook District

Streets: *Rollins Avenue*



Rollins Avenue Section



Rollins Avenue
Key Plan

Rollins Avenue

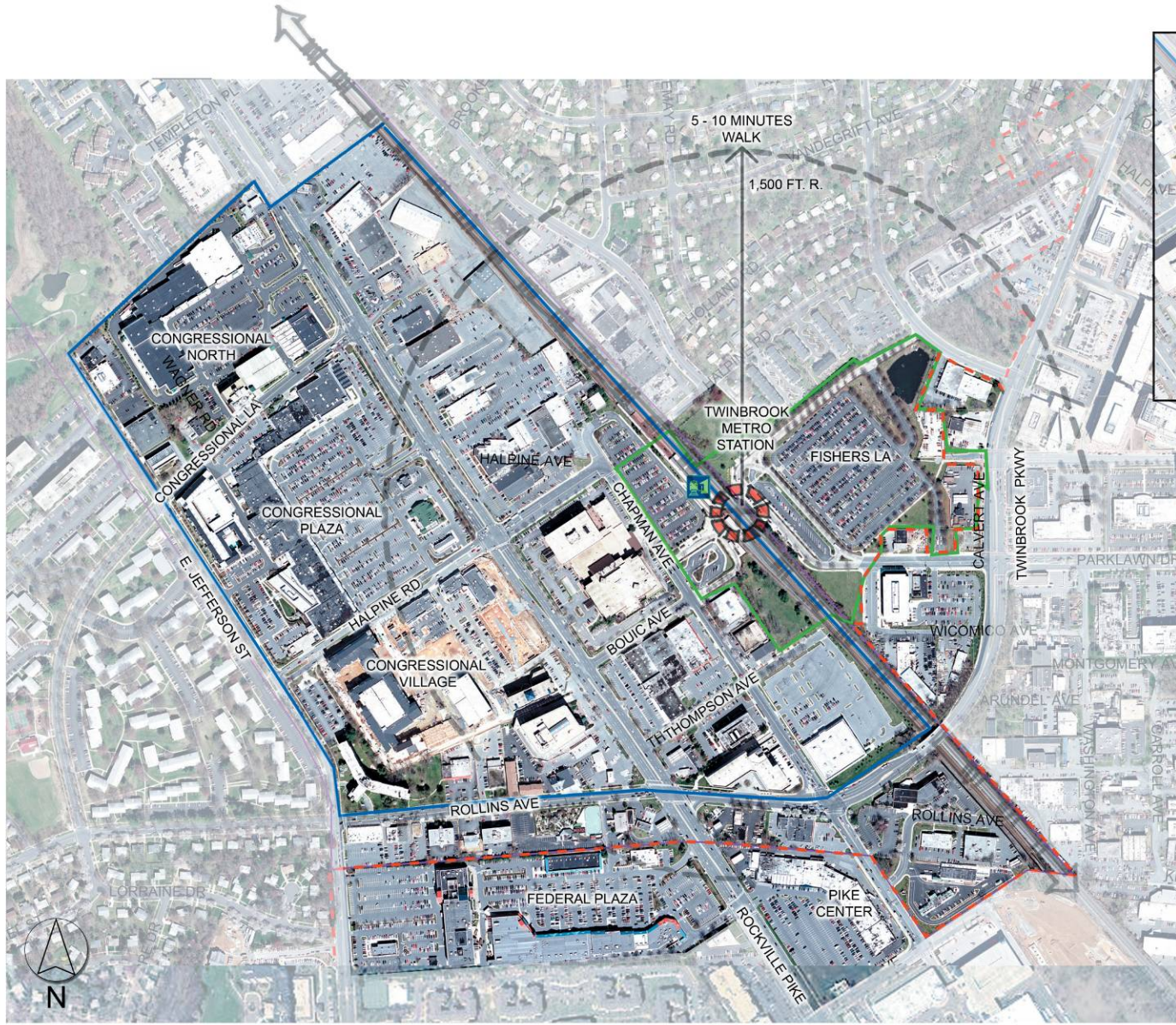
Existing

- Surface parking lots
- No distinct image
- Largely commercial

The Vision

- Landscaped median screens parking and creates pedestrian zone

Twinbrook Metro Performance District



Twinbrook Commons

- ± 1.2 million SF of lot size
- 550,000 SF of commercial use
- 1,595 of residential dwelling units
- 3,750 parking spaces
- 1,151 WMATA parking spaces
- Building heights range from 43 feet to 170 feet

1:200 scale